

BRIDGE ACROSS HUMPHREYS CREEK, NEAR SPARROWS  
POINT, MD.

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JANUARY 7, 1925.—Referred to the House Calendar and ordered to be printed

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Mr. WYANT, from the Committee on Interstate and Foreign Commerce, submitted the following

R E P O R T

[To accompany H. R. 10277]

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 10277) granting the consent of Congress to the Bethlehem Steel Co. to construct a bridge across Humphreys Creek at or near the city of Sparrows Point, Md., having considered the same, report thereon with amendment and as so amended recommend that it pass.

The bill as amended has the approval of the War and Agriculture Departments, as will appear by the letters attached and which are made a part of this report.

Amend the bill as follows:

Line 3, page 1, strike out everything after "That the" and insert in lieu thereof "times for commencing and completing the."

Line 4, page 1, strike out the line and insert in lieu thereof "construction of a bridge authorized by act of Congress."

Line 5, page 1, strike out the line and insert in lieu thereof "approved March 4, 1923, to be built by the Bethlehem."

Line 6, page 1, strike out the line and insert in lieu thereof "Steel Company."

Line 7, page 1, strike out everything after "Humphreys Creek."

Line 8, page 1, strike out the word "navigation."

Line 9, page 1, after the word "Maryland," change the period to a comma and add the following: "are hereby extended one and three years, respectively, from the date of approval hereof."

Strike out lines 10 and 11, page 1, and insert in lieu thereof the following:

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amend the title so as to read:

To extend the time for the construction of a bridge across Humphreys Creek at or near the city of Sparrows Point, Maryland.

WAR DEPARTMENT, *December 10, 1924.*

Respectfully returned to the chairman Committee on Interstate and Foreign Commerce, House of Representatives.

The accompanying bill (H. R. 10277, 68th Cong., 2d sess.) proposes to grant the consent of Congress to the Bethlehem Steel Co. to construct a bridge across Humphreys Creek at or near the city of Sparrows Point, Md. Authority for the construction of the bridge in question was granted by act of Congress approved March 4, 1923, public No. 504, Sixty-seventh Congress, subject to the terms of the general bridge law, section 6 of which provides that—

"The authority thereby granted shall cease and be null and void unless the actual construction of the bridge authorized in such act be commenced within one year and completed within three years from the date of the passage of such act."

Plans of the bridge were approved by the Chief of Engineers under date of April 23, 1923, and by the Assistant Secretary of War under date of April 24, 1923. So far as known to the department the work on the bridge has not been commenced, and under the restriction imposed by the general law quoted above the time for commencement of the work on the bridge expired March 4, 1924. Under the circumstances it is my view that it is preferable to amend the bill now under consideration so as to extend the time limits of the original act in direct terms.

A copy of the bill amended accordingly is inclosed herewith, and no objection is known to its favorable consideration.

JOHN W. WEEKS, *Secretary of War.*

DEPARTMENT OF AGRICULTURE,  
*Washington, December 10, 1924.*

Hon. SAMUEL E. WINSLOW,

*Chairman Committee on Interstate and Foreign Commerce,  
United States House of Representatives.*

DEAR MR. WINSLOW: Receipt is acknowledged of your letter of December 5 inclosing a copy of H. R. 10277 for report thereon and for such views relative thereto as the department might desire to communicate.

This bill (H. R. 10277) would authorize the Bethlehem Steel Co. and its successors and assigns to construct, maintain, and operate a bridge and approaches thereto across Humphreys Creek at or near the city of Sparrows Point, Baltimore County, Md. The bridge in question would not be located on the system of Federal-aid highways approved for the State of Maryland. This department, therefore, knows of no objection to the granting of the authority to the Bethlehem Steel Co. proposed by the bill.

Sincerely,

C. F. MARVIN, *Acting Secretary.*